



The Cactus Courier

Civil Air Patrol — New Mexico Wing

Volume 6, Issue 5

May 2004



This is the first edition of the Cactus Courier edited and published by 1stLt Gretta Christensen.

In the famous word of Capt David McClard of Los Alamos — Hola!

In the famous words of LtCol Sharon Lane — Keep them stories comin'!

Commander's

By Col Frank A. Buehe, CAP

Lead by Example! Easy to say; hard to do. But it is a necessary component in any professional organization, especially the Civil Air Patrol, the New Mexico Wing, and its subordinate units. Wing personnel in leadership roles must live by that credo. It is an important factor in helping all wing personnel become as professional as possible. Wing members, consciously or unconsciously, look to their leaders—squadron commanders and officers, and especially wing staff officers—for examples on how to be a professional CAP member. Think of that old adage in teaching kids: "More is caught than taught!"

That means when a wing staff officer or subordinate unit officer acts in his or her capacity as a CAP professional he or she needs to lead by example. What does that mean? It means you wear the uniform in accordance with CAPR 39-1 (even if it is still in draft form); it means you follow policies and procedures in things like exercises and activities; it means you submit required paperwork correctly and in a timely fashion.

This is particularly important for individuals who have been members for many years, and "have been

there, done that." These are the members our new members watch for clues on how to be a professional CAP member. Older members need to be especially careful to not "cut corners," but rather do things "by the book," because you never know who is watching. Don't think for a minute you're not being noticed—you are! And don't think for a minute that you don't have to follow policies because of your age, status or experience. That age, status and experience is all the more reason you have to "do it right!" If you don't do a complete pre-mission briefing, or completely fill out the CAPF 104, or don't feel you need to carry all your documentation what kind of a leadership example are you presenting? Are you "Leading By Example?" I don't think so!

MY charge to you, wing staff officers and unit commanders in particular, is to always "Lead By Example." It may mean you have to watch yourself more closely and always think about what kind of example you are setting for those that follow or are watching. But that is what leadership is all about, and what is expected of you as someone with the responsibility of a command or staff officer. Lead by example, and be proud you do!

ENTERING FORBIDDEN AIRSPACE:

MOAs and RAs

By John Lorenz

Probably 20% of New Mexico is covered by Military Operations Areas, outlined in hachured magenta, and Restricted Areas, outlined in hachured blue, and most of us play it safe and just stay away from them. These are not Prohibited Areas, however, and therefore they can be entered legally and safely when they are not scheduled or active. Unfortunately, figuring out the times of activity can be an exercise in decoding double-reverse logic. Nevertheless, it's worth understanding how to do so, because knowing when we can cross these big blocks of airspace can be very useful.

If flying IFR, you will only be given routings around the active areas, but for the free form of VFR flight, Flight Service and the sectional charts are the two necessary sources for information. They must be used together to determine whether or not you can enter a Restricted Area. Many Restricted Areas are only in use at scheduled times, although some Restricted Areas are scheduled to be "continuously" active and thus totally denied to GA pilots. The routine times of activity are published on the end panels of sectional charts, but some areas are only active intermittently, and authorities give notice of activity through NOTAMS,

Continued on page 2



WING COMMANDER
Col Frank A. Buehe, CAP

VICE COMMANDER
Lt Col Ric Himebrook, CAP

CHIEF OF STAFF
Lt Col David Gottheimer, CAP
(505)328-2321 (cell)

WING SECRETARY
Lt Col Corliss Grubert, CAP
Corliss.Grubert@kirtland.af.mil
(505) 268-5678

EMERGENCY SERVICES
Capt David Simonson, CAP
David.Simonson@kirtland.af.mil
(505) 235-3943 (cell)

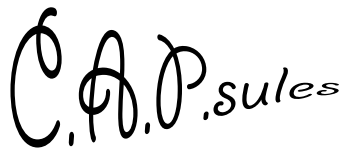
AEROSPACE EDUCATION
Maj Dan Morgan, CAP
D2morgan@aol.com
(505) 424-9728

CADET PROGRAMS DIRECTOR
Lt Col Paul Ballmer, CAP
PJBallmer@worldnet.att.net
(505) 249-1128

PUBLIC AFFAIRS
1Lt Tom Fuller, CAP
fullert252@yahoo.com
(505) 572-5406

NEWSLETTER EDITOR
1Lt Gretta Christensen, CAP
nmwingnews@earthlink.net
(505) 672-1619





Our History

Volunteers Serving in Times of Need

Civil Air Patrol was conceived in the late 1930s by legendary New Jersey aviation advocate Gill Robb Wilson, who foresaw aviation's role in war and general aviation's potential to supplement America's military operations. With the help of New York Mayor Fiorello La Guardia, the new Civil Air Patrol was established on December 1, 1941, just days before the Japanese attacked Pearl Harbor.

The CAP insignia, a red three-bladed propeller in the Civil Defense white-triangle-in-blue-circle, began appearing on private aircraft everywhere. CAP initially planned only on liaison and reconnaissance flying, but the civilian group's mission expanded when German submarines began to prey on American ships off the coast of the United States and CAP planes began carrying bombs and depth charges.

A CAP crew first interrupted a sub attack on a flight out of Rehoboth Beach, saving a tanker off Cape May, N.J. Since radio calls for military bombers were often unproductive, unarmed CAP fliers dived in mock attacks to force subs to break and run.

The CAP coastal patrol flew 24 million miles, found 173 submarines, attacked 57, hit 10 and sank two. By Presidential Executive Order, CAP became an auxiliary of the Army Air Forces in 1943.

A German commander later confirmed that coastal U-boat operations were withdrawn from the United States "because of those damned little red and yellow airplanes."

In all, CAP flew a half-million hours during the war, and 64 CAP aviators lost their lives in the line of duty.

The U.S. Air Force was created as an independent armed service in 1947, and CAP was designated as its official civilian auxiliary the following year.

MOAs and RAs continued from page 1

available to pilots from Flight Service. Still other areas are both scheduled as well as activated by NOTAM at other times, and this is where it gets tricky.

Once you've determined what the published activity times of Restricted Areas along your route are by looking at the charts, you can then ask Flight Service about activity in those other areas which are only restricted by NOTAM. You have to ask for this information, as it won't be volunteered during a briefing. The tricky part is that you can't just ask Flight Service for the NOTAMS without first checking the published times of operation because the absence of a NOTAM does not automatically mean that an area is inactive. NOTAMS are only temporary vehicles, used to get information to pilots until it is published in the appropriate place. Once published (and information printed on the sectional counts as being published), NOTAMS are no longer kept in the Flight Service files for oral briefings.

Take a look at R-5107C and R-5107H, located east of Socorro on the ABQ sectional. To start with, these two areas have exactly the same boundaries on the map, and you have to read the legend to figure out that they are different blocks of airspace, one overlying the other. R-5107H goes from the ground up only to 9000 ft MSL and is only intermittently active, so notification to pilots is by "NOTAM 12 hours in advance." If we check with Flight Service within 12 hours of flight and they have no NOTAM saying that it will be hot (active) at our proposed time of crossing, we can fly across this area freely, staying below 9000 ft.

R-5107C, however, extending from 9000 ft upward in the same area, is continuously active Monday through Friday. We can not fly through R-5107C at any time during the week even though there is no NOTAM about activity there, but we can fly through it on weekends. But wait: the legend indicates that this same airspace can also be intermittently active on weekends, again advertised by a NOTAM issued 12 hours in advance, thus we can only fly through this airspace on weekends if there is no NOTAM for activity. Got that? During the week it is active and restricted even though there is no NOTAM, whereas during weekends

it's inactive and available unless there is a NOTAM. It makes sense in a convoluted, governmental sort of way.

Military Operations Areas are scheduled and NOTAMed exactly like Restricted Areas; the difference is that VFR traffic can legally enter these areas even when they are active. If you do, however, it's up to you to see and avoid the cavorting, 500 mph F-16's.

VFR traffic can also contact ATC and ask whether a specific Restricted Area is in use. That's often the simplest way to get an immediate answer in flight but it is not foolproof. For example, ATC may tell you that there's no activity in an area, but you could still be in violation if you enter during a published, scheduled time of activity. Also, ATC won't know anything about activity in those Restricted Areas that do not involve military flights, such as R-5101 near Los Alamos. This area is listed on the sectional as having "no A/G," meaning that there is no air-to-ground radio communication, i.e., that ATC is not involved in vectoring traffic in and out of the area, and in fact this zone is restricted for entirely different reasons. If you look again at the legend, however, you find that although this area is in continuous use and thus permanently restricted, you can fly over it as long as you're at an altitude greater than 12,000 ft. Likewise, ATC will have no direct knowledge of traffic in R-5107B, yet we must stay clear of it at all times: this is White Sands Missile Range, and ATC has apparently decided that trying to vector missiles is an unrewarding effort.

*"When the
reverence of
this nation for
its great men
dies, the glory
of the nation
will die with
it."*

Pres. Calvin Coolidge



Teaching Ordinary Subjects
in Extraordinary Way

ASF SAFETY REVIEW FINDS CESSNA SKYLANE SAFE, POPULAR

From an article on AOPA website
February 14, 2004

The latest AOPA Air Safety Foundation Safety Highlights, now available, analyzes the safety record of the Cessna 182 Skylane in relation to a comparison group of six similar aircraft. The 20-page report finds the aircraft type both safe and popular. Cessna 182 Skylane Safety Highlights is being distributed free to all registered Cessna 182 owners early this year, and will be available to others on request. It is the third of four ASF safety reviews underwritten by United States Aircraft Insurance Group (USAIG), and compares 1,314 Skylane accidents from 1983 to 1999 with 3,022 accidents in similar aircraft types. Comparison aircraft included the Cessna 177 Cardinal, Cessna 205, Cessna 206, Cessna 207, Gulfstream American AA-5 and Piper PA-28 Cherokee.

Not surprisingly, ASF's analysis found that the majority of serious accidents for all the aircraft types studied involved improper weather decision-making on the part of the pilot. Overall, pilot error was listed as a major cause in some 80 percent of accidents. Only about 10 percent of Skylane accidents were blamed on mechanical problems, but about half of those involved either the engine or the propeller. The other 10 percent of accidents were attributed to other causes.

The accident record of Cessna's medium-size single in instrument weather conditions was better than the comparison aircraft group, with only 6.3 Skylane accidents per 100,000 hours flown in instrument meteorological conditions (IMC) while the comparison group suffered a rate of 7.7 accidents per 100,000 similar hours.

Interestingly, the majority of IMC accidents for both groups occurred without the benefit of an IFR flight plan. Of the

IMC accidents studied, only 30 percent of pilots in Skylanes and 23 percent of pilots in comparison aircraft were on an IFR flight plan at the time of the mishaps. "Clearly, the accident rate for both the Cessna Skylane and the comparison aircraft are influenced far more by pilot decision-making than by any eccentricity of the aircraft itself," said ASF Executive Director Bruce Landsberg. "It demonstrates that ASF's focus on pilot education is on target. These USAIG-sponsored analyses will help pilots learn from the mistakes of others."

The Skylane was selected for the safety analysis because of its popularity. Some 13,000 Skylanes are registered with the FAA, more than any other model of four-place single-engine aircraft except the Cessna 172 Skyhawk. Previous ASF Safety Highlights have analyzed safety records of the Cessna 172 and the Piper Cherokee series.

The Cessna 182 Skylane Safety Highlights may be seen on the ASF Web site, at www.aopa.org/asf/publications/cessna_skylane.pdf. Single copies of the booklet are available free by writing to Skylane Safety Advisor, AOPA Air Safety Foundation, 421 Aviation Way, Frederick, Maryland, 27101, or calling 800/USA-AOPA (800/872-2672).

The AOPA Air Safety Foundation is the largest aviation nonprofit education organization in the world dedicated to improving safety for general aviation pilots. ASF reaches over 100,000 pilots per year with research and education outreach.

THE MILITARY AVIATOR

I think I've known a million lads,
Who say they love the sky;
Who'd all be aviators,
And not afraid to fly!

For Duty, Honor, Country,
Their courage I admire!
But it takes more than courage, son,
To get to be a flyer.

When you are only twelve years old,
Of course you want to fly!
And tho' you know not what is Death,
You're not afraid to die.

But of the million, more or less,
All must have perfect eyes;
So only half a million now,
Can dream of future skies.

Then comes high school, science, math;
Some choose the easy way:
Football, cars, and dating girls;

Teen pleasures hold their sway.

And of the quarter million left,
One half go on to schools;
The other half will dream and drift,
And never learn the rules.

Now comes the day of testing,
Eight hours of Stanine Hell;
On every subject known to man,
Four-fifths will not do well.

The one in five who pass this test
Apply for flying schools,
The Application Boards will now
Eliminate the fools.

Then comes two days of nakedness,
Flight Surgeons poke and prod;
To pass this Flying Physical
One needs to be a God!

And now, five hundred lucky souls
Will start their Pre-Flight days;
Endure demerits, hunger, cold,
As upperclassmen haze.

One-half survive this mental game,
And go to Primary schools,
But only half will hack the course,
Move on to Basic rules.

Two hundred fifty now will try
To pass those Basic tests;
Formation flight soon separates,
The "tiger" from the rest.

One hundred twenty-five will then
Pin on those pilot wings;
The best become 'Top Gun' jocks;
The rest fly other things.

Some will die while learning those
Essential combat skills;
Some will die in combat,
Some will score their "kills."

But they have learned a lesson,
Sometimes lost on you and me;
We must always fight for Freedom,
Because Freedom's never free!

He's a knight in shining armor,
That the cruel tyrants fear;
He's that deadly drop of venom
On the tip of Freedom's spear.

Engaging him in battle is a course
That only fools would choose;
He's the world's fiercest warrior,
For he has the most to lose.

So when you see that aviator,
Standing at the bar;
Taking out the garbage,
Or tuning up his car.

You'd best walk up and offer him
Your thanks, extend your hand;
He's that rare "one in a million" who
Protects this sacred land.

OPERATIONS

Supporting Our Communities

in Times of Need

WHAT'S AN INSPECTOR GENERAL AND WHAT DO THEY DO?

By Lt Col Sharon M. Lane, NMWGIG

Inspector General. Sounds impressive, doesn't it? Have you ever wondered what an IG actually DOES in Civil Air Patrol?

The expanding role of the IG is multifaceted. On the surface, the position is sometimes referred to as "top cop" but that is not true. The IG manages complaints of a serious nature including fraud, waste, mismanagement, deficiency, cadet protection issues, and abuse of authority. Further, the IG conducts or supervises assessments of matters regarding safety investigations, mishap investigations, reports of survey, and investigations involving violations of criminal laws when the violation occurs within CAP itself. The IG is also mandated to develop and manage an educational program for members and train and develop staff programs. According to the CAP Mission Statement for IG, the purpose of the Inspector General System is, in part, to create an independent and objective system that:

- Resolves problems affecting the Civil Air Patrol mission promptly and objectively.
- Creates an atmosphere of trust in which issues can be objectively and fully resolved without retaliation or the fear of reprisal.
- Ensures the existence of responsive complaint and inspection programs characterized by objectivity, integrity, and impartiality.
- Ensures the concerns of Civil Air Patrol members and the best interests of the Civil Air Patrol are addressed through objective fact-finding.
- Educates Civil Air Patrol members and commanders regarding the privileges of and protection for those contacting an inspector general.
- Ensures inspectors general, inspector general staff members, and investigating officers are trained to conduct thorough, unbiased investigations and

inspections based on fair and objective fact-finding.

Of particular importance to Civil Air Patrol is a forum where members will feel safe making a complaint or accusation of fraud, waste, mismanagement, deficiency, cadet protection issues, or abuse without fear of reprisal. Over the next few months, I will be writing some definitive articles so every member of NM Wing will have a more complete understanding of the IG System and how it works. Specific, detailed guidance on the CAP IG program may be found in CAPR 123-1. Should you have an immediate question pertaining to the IG, please feel free to contact me at nmwgnews@zianet (watch for new email address!) or by calling me at 505-327-9550.

SPOTLIGHT ON THE SQUADRON



ALAMOGORDO

COMPOSITE

SQUADRON

Squadron Commander:

Capt. Shirley Kay

By 1stLt Tom Fuller, NMWPAO

Like the phoenix that is depicted on the Alamogordo Composite squadron's unit patch, Alamogordo's cadet program rose from the ashes last October and continues to breathe a new life.

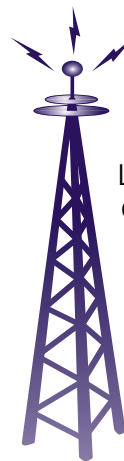
Thanks to the efforts of Capt. Jim Harvey, the cadet squadron commander, the program is back after many years of inactivity. Harvey, an experienced mission pilot and father of a cadet, took the initiative of reestablishing the program with the help of several other squadron senior members. In just six months, the cadet ranks have grown to 18, and that

AMATEUR RADIO CLASS

TO BE OFFERED

By F. Larry Zentner, Jr., LtCol, CAP
Director of Communications

Spread the word— there will be an Amateur Radio VE offering a technician no-code class and exam in May, 22-23 weekend.



The cost is about \$40.00
Location is CAP NM Wing HQ
conference room, down stairs.

This is a simple way to get a ham license. The class is offered to all people interested. If you know of other people interested in SAR and ES they may want to jump on board, too.

Look for more information to follow.

number continues to increase.

Alamogordo's senior member recruiting efforts have also been successful as the senior member roll has grown to 30 with new pilots added along with new members in support and aircrew positions.

The squadron saw dramatic success in December when one of its aircrews found two lost hikers at White Sands National Monument during a night search in support of the New Mexico State Police. Capt Jim Harvey, mission pilot, and Capt Shirley Kay, mission observer, flew the mission and made the discovery within 20 minutes of entering the search area after ground crews had looked for over 6 hours for the hikers.

Alamogordo took part with other New Mexico Wing squadrons in recent Red Cap missions including a search of Western New Mexico in September '03 for a missing private plane that was in route from Phoenix to Dallas, and search around Truth or Consequences, NM for a privately owned MiG 17 in March '04. The squadron continues to fly homeland security missions in conjunction with several Federal Agencies.

Like the phoenix on the squadron patch, the Alamogordo Composite Squadron is alive and growing strong.

Cadet Programs

Responsible Citizens Through Aviation and Leadership

NM CADET NAMED SWR CADET OF THE YEAR

Cadet LtCol Ryan Sherrill of Farmington Composite Squadron has been named as the SWR Cadet of the Year. The news of the choice was to be kept secret but once the application went to National HQ their requirements kicked into gear, Sherrill was told he had received the award and the cat was out of the bag! Maj Steve LaMonte SWR DCC said, "We wanted to surprise Ryan and didn't realize National would contact him directly." LaMonte continued, "Sherrill had some pretty stiff competition. We have approximately 4,000 cadets in SWR." LaMonte said out of the 4,000 cadet only a small percentage will complete all 16 phases of the CAP Cadet Program and achieve the rank of C/Lt Col. Maj LaMonte grew up in Farmington and he said, "I didn't even KNOW there was such a fine youth program in Farmington in those days. It made me feel good to see a young man from my home town receive this award."

C/Lt Col Ryan Sherrill has been a cadet member of Civil Air Patrol since November of 1997. His former DCC Lt Col Sharon Lane said, "In 1997 I knew from the size of Sherrill's feet he was going to be a giant of a man. Little did I know his giant spirit of dedication to Civil Air Patrol would take him to such heights." Sherrill began his climb up the ladder of the Cadet Programs by becoming the local alternate to the NM Wing Cadet Advisory Council in 2000. From there he became the delegate and eventually the NM Wing CAC delegate to the SWR CAC. Some of his other CAP accomplishments include New Mexico Winter Skills Training, Cimarron, NM, 2001, New Mexico Wing Glider Encampment, Hobbs, NM 1999, 2000 where he soloed in gliders in 1999 and 2000 with 25 hours total time. He earned his private pilots license (powered) in

January 17, 2003. He attended the New Mexico Wing Cadet Encampment at Kirtland AFB, NM in 1998, 1999 and 2000 and attended the Regional Cadet Leadership School, Peterson AFB, Colorado in 2001. He was the NM Wing delegate to SWR CAC from August 2002 to August 2003. He attended Air Force



SWR Cadet of the Year C/LtCol
Ryan Sherrill

Weather Agency National Academy, Offutt AFB, Nebraska in 2000, the National Cadet Officer School at Maxwell AFB, Alabama in 2001, and the International Air Cadet Exchange (IACE) to Turkey in 2002. Sherrill received his Billy Mitchell Award in 2000, his Amelia Earhart Award in 2001 and his Ira B. Eaker Award in 2002. He was awarded the Cadet of the Year for Farmington Composite Squadron for 2001 and was the Farmington Composite Squadron Cadet Commander from May 2001 to August 2003.

In his scholastic life, Sherrill took on the role of "scientist". His accomplishments in that area included two of his science fair projects where he used Civil Air Patrol pilots as his "subjects". The studies included "EEG Changes During Flight Practice" in 1998 and "Blood Flow Changes in the Brain During Aircraft

Landing" in 1999. Both projects earned him prestigious awards. After attending a summer Cadet Activity at Air Force Weather Agency National Academy, Offutt AFB, Nebraska in 2000, Sherrill did another science project involving both weather and powered flight with "Predicting Low-Altitude Wind Hazards". He won a national competition with that project. He continued his science projects throughout his four years at Farmington High School and each time was recognized and rewarded. He was an honor graduate from Farmington High School in May of 2003.

To say Sherrill's parents, Dr. and Mrs. Robert Sherrill of Farmington, are proud of their son is saying a mouth full. After hearing the news of the SWR award for Ryan, Dr. Sherrill excitedly told about Ryan writing a letter of thanks to his host escort when he returned from his International Air Cadet Exchange (IACE) junket to Turkey in 2002. Apparently Ryan's IACE escort, Col Ali Ihsan Tuna, who is now a retired member of the Turkish Aeronautical Association – which is like a combination of the US Air Force, FAA, and CAP – was so impressed with Ryan's letter he had it translated into Turkish. The letter was published in the Turkish Aeronautical Association magazine Ucanturk. Ryan and his parents received a copy of the magazine from Col Tuna. Dr. Sherrill said, "Ryan's letter is in English and the rest of the magazine is in Turkish. It's kind of fun to see it written in a different language." He added, "We are very proud of Ryan and all that he has accomplished in CAP."

NM Wing Commander Col Frank Buethe added his voice to the congratulatory chorus at Ryan's award. He said, "Ryan Sherrill is an outstanding Civil Air Patrol cadet. I am extremely pleased that he is a New Mexico cadet. By his actions and participation in the Civil Air Patrol he exemplifies the CAP core

values of Integrity, Excellence, Service Above Self and Volunteerism. The fact that the Southwest Region chose Ryan as its Cadet of the Year is recognition for his exceptional contributions to the New Mexico Wing, Southwest Region, and Civil Air Patrol for which he can be justly proud. The fact that he took the time to write and thank his Turkish sponsor after he was an International Air Cadet Exchange participant in Turkey is just another example of his commitment to contribute to his community, the Civil Air Patrol, and all those he comes in contact with. I am confident he will continue to be an example for other cadets to emulate."

Sherrill is just completing his freshman year at Auburn University at Auburn, Alabama. His declared major is Aeronautical Engineering. He is in the AFROTC assigned to Detachment 005 and holds the position of Civil Engineer. From all accounts, he is an outstanding member of his Detachment and is obviously taking the leadership skills he has garnered in Civil Air Patrol and put them to work in the AFROTC at Auburn. When asked what he planned to do for the summer he said, "I need to take a few classes at San Juan College and other than that —SLEEP!"

Heartiest congratulations to C/Lt Col Ryan Sherrill. He has not only honored himself in his endeavors; he has also honored his squadron, his wing and Civil Air Patrol in general.

*It is easy to
make a small
fortune in
aviation so
long as you
start with a
large fortune.*

—Author Unknown

CADET RECEIVES CONGRESSIONAL AWARD

On April 16, 2004, Rep. Tom Udall, D-NM, presented to Cadet Second Lieutenant Marit Christensen the Silver Medal of the Congressional Award for Youth. The federal program awards certificates and medals to young people who progress through a four-part program consisting of voluntary community service, personal development, physical fitness and exploration/expedition.

Cadet Christensen has been participating in the Congressional Awards program for over two years. To achieve the Bronze medal, she donated over 200 hours to voluntary public service, 100 hours devoted to personal development, 100 hours developing her physical fitness, and organized an expedition that included camping out over several consecutive nights.

Christensen volunteered at the Hope Pregnancy Center, a non-profit community service organization that gives aid and assistance to women in crisis pregnancy situations. Additionally, with her fellow CAP cadets, she assisted with Veterans Day and Memorial Day ceremonies.

For the personal development requirement, Christensen continued her piano instruction. Additionally, she attended a Civil Air Patrol public affairs workshop taught by LtCol Sharon Lane at Wing headquarters.

In the area of physical fitness Cadet Christensen trained for the Footlocker West Region Cross-country Race held at Mt. San Antonio College in Walnut, California. Following the Footlocker, Christensen ran track with the Thermal Nuclear Track team in Los Alamos.

Finally, for the expedition element, Christensen planned a 4-day camping trip for her family to Mesa Verde National Park.

Christensen's ultimate goal is to complete the gold medal requirements. "I am looking forward to finishing my gold medal. I'm almost there! I just lack some physical fitness time and an exploration event," Christensen said. "Then I will get to go to Washington, DC, where the Speaker of the House will



Flanked by 1stLt Mark Peters (left), DCC, Wing Commander Frank Buehe (center), and Capt David McClard (right), Squadron Commander, C/2ndLt Marit Christensen proudly displays her silver medal.

present the award. I think that will be very special."

Wanting to encourage other cadets to pursue these awards, Christensen said, "It is not an insurmountable task. You just have to be persevere and keep good records."

The Congressional Award program was created by Congress to promote and recognize achievement, initiate, and service in America's youth. The program is open to young people, ages 13 1/2 to 24 years old. For more information concerning the Congressional Award, consult CAP Pamphlet 52-5 or www.congressionalaward.org.

CADET ENCAMPMENT ANNOUNCEMENT

The Joint CAP Cadet Encampment & JROTC Leadership School military dining out and dance banquet will be held on Friday, July 30, 2004 at the Sheraton Uptown Hotel (corner of Louisiana & Menaul in Albuquerque, NM) this year because the Kirtland AFB Mountain View Club is not available.

The Dining Out show time is 18:00 with a start time of 18:30 and we end at 22:00. This coat & tie affair cost to parents and guest is \$20.00 per person and yes, you may pay at the door. Please make checks payable to Civil Air Patrol Encampment.

Please RSVP no later than July 26th to Larry Zentner by e-mail (Frank.Zentner@Kirtland.af.mil) or phone (505-298-2933).

Volunteers Needed...
We need help with registration, decorations, programs, invitations, and many other details.

Wing Conference

22-23 October

Call or e-mail Pam Bueth to offer your help with the many conference details.
771-8941 or
Frank.Bueth@kirtland.af.mil

Come And Participate

Friday evening, 22 October

Everyone is invited to the Commander's Reception

Saturday, 23 October

MORNING: General Session

AFTERNOON: Seminars for cadets and seniors

EVENING: Banquet with awards and entertainment

More details on the schedule will follow next month.

Come And Pay

Senior Member Conference And Banquet

registration*: \$60 before October 1st, \$75 after

Cadet Conference And Banquet

registration*: \$35 before October 1st, \$45 after

Holiday Inn Mountain View

2020 Menaul Blvd NE

Albuquerque NM

Room rate is \$55 per night plus tax.

Rate is good ONLY until October 1st.

Call Holiday Inn directly to make room reservations.

Use "CAP" or "Civil Air Patrol" when making your reservation.

Hotel telephone: 505-884-2511, **fax:** 505-881-4806

e-mail: Jamie.Lehman@ichotelsgroup.com

**Registration form available on NM Wing web page after June 1st*

SWR STAFF COLLEGE

17-24 JULY 2004

KIRTLAND AIR FORCE BASE



90.00	COLLEGE
25.00	ROOM/NIGHT
6.00-10.00	FOOD/DAY

APPLICATION DEADLINE

15 JUNE

SEND SIGNED CAPF 17 TO:

Wing Commander

AND

COURTESY COPY TO:

Maj Mike Swanson, CAP

SWRSC 2004 Director

7625 Brook Haven Way

Shreveport, LA 71105-5706

MAKE CHECKS PAYABLE TO:

2004 SW Region Staff College

Mark your Calendars now!

CAP National Board

and

Annual Conference

18-21 August 2004

Tampa, FL



Happenings

Wing Calendar of Events

Please make sure that any additions, deletions and/or modifications to any approved NM-CAP activity are sent to: Col. Dennis Manzanares, PO Box 1628, Taos, NM 87571; fax 505-751-3066 so that they can be noted on the official NM Wing Calendar of Events. The official calendar is emailed to all NM Wing staff members, all NM Unit Commanders, and all NM-CAP members requesting to be added to the distribution list (to be added, send your email request to Col. Manzanares at: taosatty@quixnet.net).

Senior Professional Development News

SLS - Following on the heels of a very successful SLS and CLC held in January, the Gallup Composite Squadron is hosting another Squadron Leadership School on 22-23 May 2004. Now is the time to get those new members (who have completed Level I) through their next professional development course. Course Director is Lt Col Sharon Lane and a current CAPF-17 should be sent/faxed to her at: PO Box 243, Farmington, NM 87499; fax 505-326-6164.

SWRSC - It's not too late to send in your CAPF-17 (the current edition only please) for this year's Southwest Region Staff College, to be held 17-24 July at Kirtland Air Force Base (Albuquerque). Prerequisites are completion of SLS (Squadron Leadership School) and Corporate Learning Course (CLC). With your unit commander's endorsement, if you are missing CLC (but have completed SLS), you can petition the NM Wing Commander, Col Buethe, for a waiver to attend the school. Full justification for the waiver must be provided (e.g., former PME from military service; exceptional duty performance; etc.

May-04

1-2	Sat	NMWg Mountain Flying Clinic	Dir of Ops	Taos
8	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
14-17	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Farmington
21-22	Fri-Sat	NEC Mtg		
22-23	Sat-Sun	Squad Leadership School (SLS)	LtCol Sharon Lane	Gallup

Jun-04

5-6	Sat	SWLR Monitored Exercise	Lt Col Jim Gary	Roswell
12	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
18-21	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
26-27	Sat	NMWg Aircrew Course	Capt Dave Simonson	Wing HQ

Jul-04

10	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-24	Sat-Sat	SWR Staff College	Col Dennis Manzanares	Kirtland AFB
23-26	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Santa Fe
24-31	Sat	NMWG Cadet Encampment	Lt Col Paul Ballmer	Kirtland AFB

Aug-04

14	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
19-21	Thur-Sat	National Board Mtg & Conf	Col Frank Buethe	Tampa FL
20-23	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Taos

Sep-04

11	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-20	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
24-26	Fri-Sun	SWR Conference		

Oct-04

9	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
22-24	Fri-Sun	NMWg Conference	Col Frank Buethe	Albuquerque



THE UNITED STATES AIR FORCE AUXILIARY

CIVIL AIR PATROL

New Mexico Wing

P.O. Box 5069

Kirtland AFB, NM 87185-5069

505-268-5678